PARIS CITY

- Empire Baxter. — "Paris City"

Profile + Decks

"as Fitted"

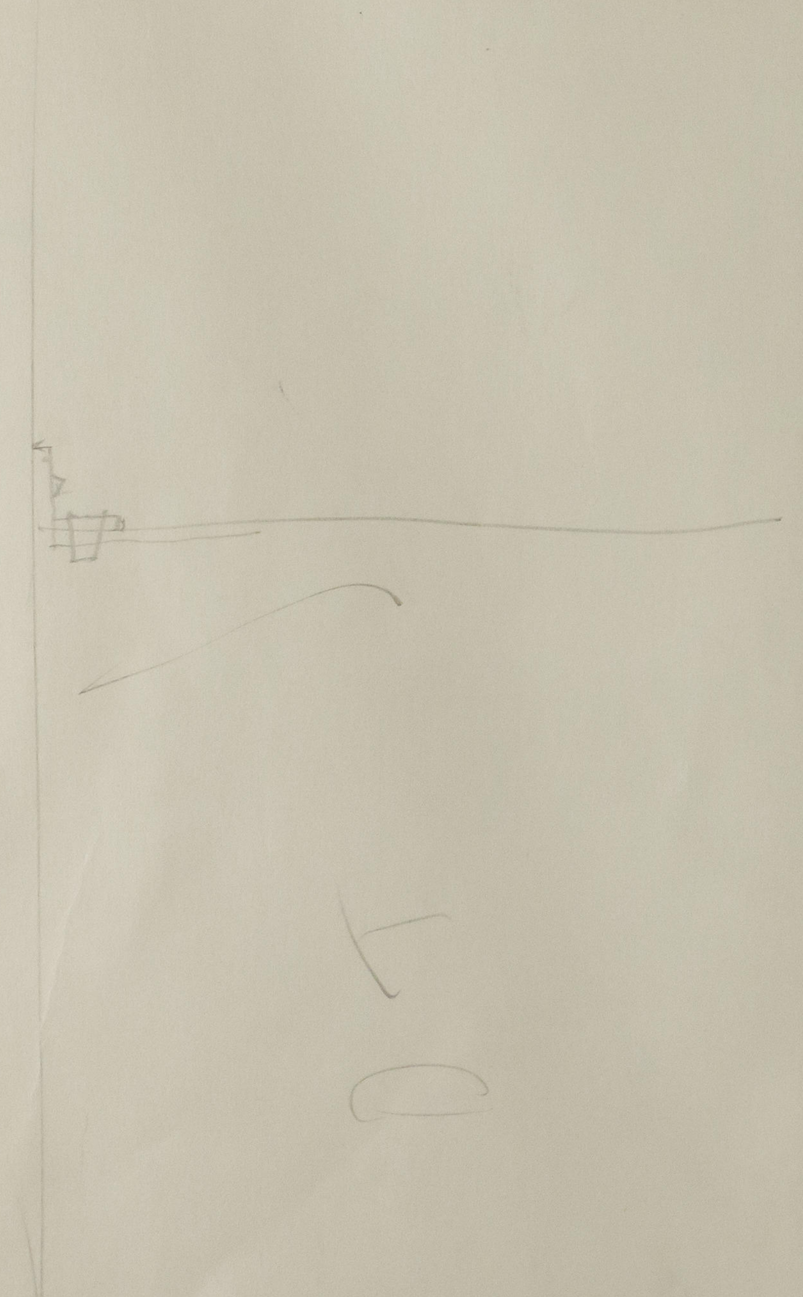
Barrow Report No 2855

RETAIN

003409-003416-0193

Paris City

2855



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"EMPIRE BAXTER."

SCANTLING PROFILE AND DECK PLANS.

Y TYPE STEAM CARGO VESSEL. [AS FITTED.]

SCALE 1/8 INCH = ONE FOOT.

FOR PARTICULARS
OF WELDING SEE
MIDSHIP SECTION.

NAVAL CONSTRUCTION
SHIPYARD DEPT.
VICKERS-ARMSTRONGS LTD.
20 NOV. 1941
BARROW-IN-FURNESS

HATCH CORNER DIAMOND PLATE
AT UPPER DECK.
HATCH CORNER DIAMOND PLATE
AT SECOND DECK.
RIDER PLATE, WHERE FITTED
BUTT WELDED TO DIAMOND PLATE.
RIDER PLATES STOP
6" CLEAR OF HATCH ENDS.
28 RIVETS.
FLANGE
RIDER PLATE.
GUSSET ROUNDED.
3" x 1½ SOLID COPE.
RIDER OMITTED IN WAY
OF ·30 HATCH COAMING.
B.A. FACE BAR.
5 DIAS.
2'-6"
3'-0"
SECTION AT XX
UPPER DECK
ACCOMMODATION
STEERING GEAR
SECOND DECK
Nº4 HOLD
Nº3 HOLD
SHAFT TUNNEL
TUNNEL WELL
THRUST RECESS
ENGINE SPACE
BOILER SPACE
CROSS BUNKER HOLD
CABIN STORE
Nº2 HOLD
Nº1 HOLD
LOWER BRIDGE
NAV. BRIDGE
WHEELHOUSE TOP
Nº 5 WATER BALLAST TANK
Nº 4 FEED WATER TANK
DRY TANK
Nº 3 WATER BALLAST TANK
Nº 2 WATER BALLAST TANK
Nº 1 WATER BALLAST TANK
TWEEN DECK FRAMES
MAIN SIDE FRAMES TO SECOND DECK ON EVERY FRAME
NOTE: CENTRE GIRDER W.T. NOT CAULKED FRS 40-66, 67-77, 83-133
FORECASTLE DECK.
UPPER DECK.
AFT PEAK TOP STRINGER.
CARGO HATCH
31'-0" x 20'-0"
ENGINE CASING
BOILER CASING
COAL SHOOT
STORE HOLD
SECOND DECK.
AFT PEAK BOTTOM STRINGER.
CARGO HATCH Nº6
CARGO HATCH Nº5
CARGO HATCH Nº4
CARGO HATCH Nº3
CARGO HATCH Nº2
CARGO HATCH Nº1
BOILER RECESS UNDER
FORE PEAK W.T. FLAT.
FORE PEAK TOP STRINGER.
FORE PEAK BOTTOM STRINGER.

"Empire Baxter — "Paris City"

Midship section

as Fitted"

Barrow Report No 2855.

RETAIN

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" EMPIRE BAXTER."

Y TYPE STEAM CARGO VESSEL.

MIDSHIP SECTION. (AS FITTED)

SCALE 1/2 INCH = ONE FOOT

NAVAL CONSTRUCTION WORKS
SHIPYARD DEPT.
VICKERS-ARMSTRONGS LTD.
20 NOV. 1941
BARROW-IN-FURNESS

CLASS 100 A 1 WITH FREEBOARD LLOYDS SPECIAL SURVEY.
425'-0" B.P. ON L.W.L. OF 24'-7½" × 56'-0" MLD. 56'-3 EXT. × 27'-9" MLD. TO 2ND DECK 36'-10" MLD. TO UPPER DECK.
THE SCANTLINGS ARE SUITABLE FOR A DRAUGHT 18" IN EXCESS OF THAT CORRESPONDING TO THE FREEBOARD.
WHICH COULD BE ASSIGNED TO A COMPLETE SUPERSTRUCTURE VESSEL WITH A TONNAGE OPENING FITTED.
THE SCANTLINGS OF ANGLE, BULB ANGLE AND CHANNEL SECTIONS GIVEN ON THIS PLAN ARE
N.B.S. AND ARE IN ACCORDANCE WITH THE EMERGENCY PROGRAMME LIST.

LLOYDS NUMERALS.

FIRST LONGITUDINAL NUMBER L×D = 425'-0" × 35'.75	=	15193·75
SECOND LONGITUDINAL NUMBER L× (B+D) = 425'-0" × (56'-0" + 35'.75)	=	38993·75
L/D TO UPPER DECK = 425'-0" ÷ 36'.83	=	11·54
D MOULDED DEPTH = 27·75 + 8'-0"	=	35·75
d = 36·75 − (9'-0 + 3'-7") − 3" FOR HIGHER BKT.	=	23·9
d AT HALF LENGTH FORWARD.	=	26·39

EQUIPMENT NUMBER.

SECOND LONGITUDINAL NUMBER = 425'-0" × (56'-0" + 36·75)	=	39418·75
FORECASTLE = 40'-0" × 7·5 × 3/4	=	225·00
MIDSHIP ACCOMMODATION & CASING = 72·25 × 8'-0" × 1/2	=	289·00
SALOON ACCOMMODATION = 30'-9" × 7'.5 × 1/2.	=	115·00
EQUIPMENT NUMBER	=	40047·75

EQUIPMENT.

2 BOWER ANCHORS 68 CWTS EACH STOCKLESS.
DISPENSED WITH AS A WAR MEASURE 1 BOWER ANCHOR 58½ CWTS.
1 STREAM ANCHOR 19 CWTS. EX-STOCK.
225 FATHOMS 2 5/16" STUD CHAIN CABLE 600 CWTS. (RULE 270 FATHOMS)
90 FATHOMS 5" FLEXIBLE STEEL WIRE 6/12
120 FATHOMS 4¾" SPECIAL FLEXIBLE STEEL WIRE 6/24
2 HAWSERS 90 FATHOMS 2¾" FLEXIBLE STEEL WIRE 6/12
2 WARPS 90 FATHOMS 2½" FLEXIBLE STEEL WIRE 6/12.

} EQUIPMENT IN ACCORDANCE WITH WAR REQUIREMENT.

RIVETING NOTE.

RIVETS IN FRAMES TO FLOORS AND CROSS TIE PLATES IN AFT PEAK SPACED 5 DIAS. APART CR. TO CR.
7/8" DIA. RIVETS IN FRAMES TO SHELL AT FLAT OF DOUBLE BOTTOM, FORWARD HALF LENGTH FORWARD SPACED 5½ DIAS. (TWO ROWS)
3/4" DIA. RIVETS IN FRAMES TO FLOORS AT FLAT OF DOUBLE BOTTOM FORWARD HALF LENGTH FORWARD SPACED 6½ DIAS. (TWO ROWS.)
RIVETS IN SIDE FRAMES TO SHELL SPACED 6½ DIAS. APART. 5½ DIAS. APART IN WAY OF FORE & AFT PEAK TANKS AND DEEP FRAMING FORWARD.
RIVETS IN BOTTOM FRAMES TO SHELL AFT HALF LENGTH FORWARD 7 DIAS. APART CR. TO CR.
RIVETS IN SEAMS OF SHELL PLATING DECK PLATING AND INNER BOTTOM PLATING AS PER TABLE 40
RIVETS IN SEAMS OF BULKHEAD AND TUNNEL PLATING MARGIN ANGLES AND WEATHER STRINGER ANGLES AND BULKHEAD TO BULKHEAD SPACED 4½ DIAS. APART CR. TO CR.
RIVETS IN FLAT KEEL ANGLES. VERTICAL ANGLES CONNECTING FLOORS TO CENTRE GIRDER AND SHELL FLANGE OF WATERTIGHT BULKHEAD FRAME SPACED 5 DIAS. APART CR. TO CR.
RIVETS IN FRAMES TO FLOORS AFT HALF LENGTH FORWARD REVERSE FRAMES TO FLOORS AND INNER BOTTOM PLATING. VERTICAL ANGLES TO FLOORS AND SIDE GIRDERS IN BULKHEAD STIFFENERS (EXCEPT PEAK BULKHEADS) AND IN DECK PLATING TO BEAMS ON EVERY FRAME SPACED 7 DIAS. APART CR. TO CR.
RIVETS IN CENTRE GIRDER TOP ANGLES BOTH FLANGES SPACED 7 DIAS. APART CR. TO CR. NON-WATERTIGHT 5 DIAS. IN WAY OF CENTRE LINE BULKHEAD.
RIVETS IN CENTRE GIRDER TOP ANGLES BOTH FLANGES SPACED 5 DIAS. APART CR. TO CR. WATERTIGHT.

SCHEME OF WELDING.

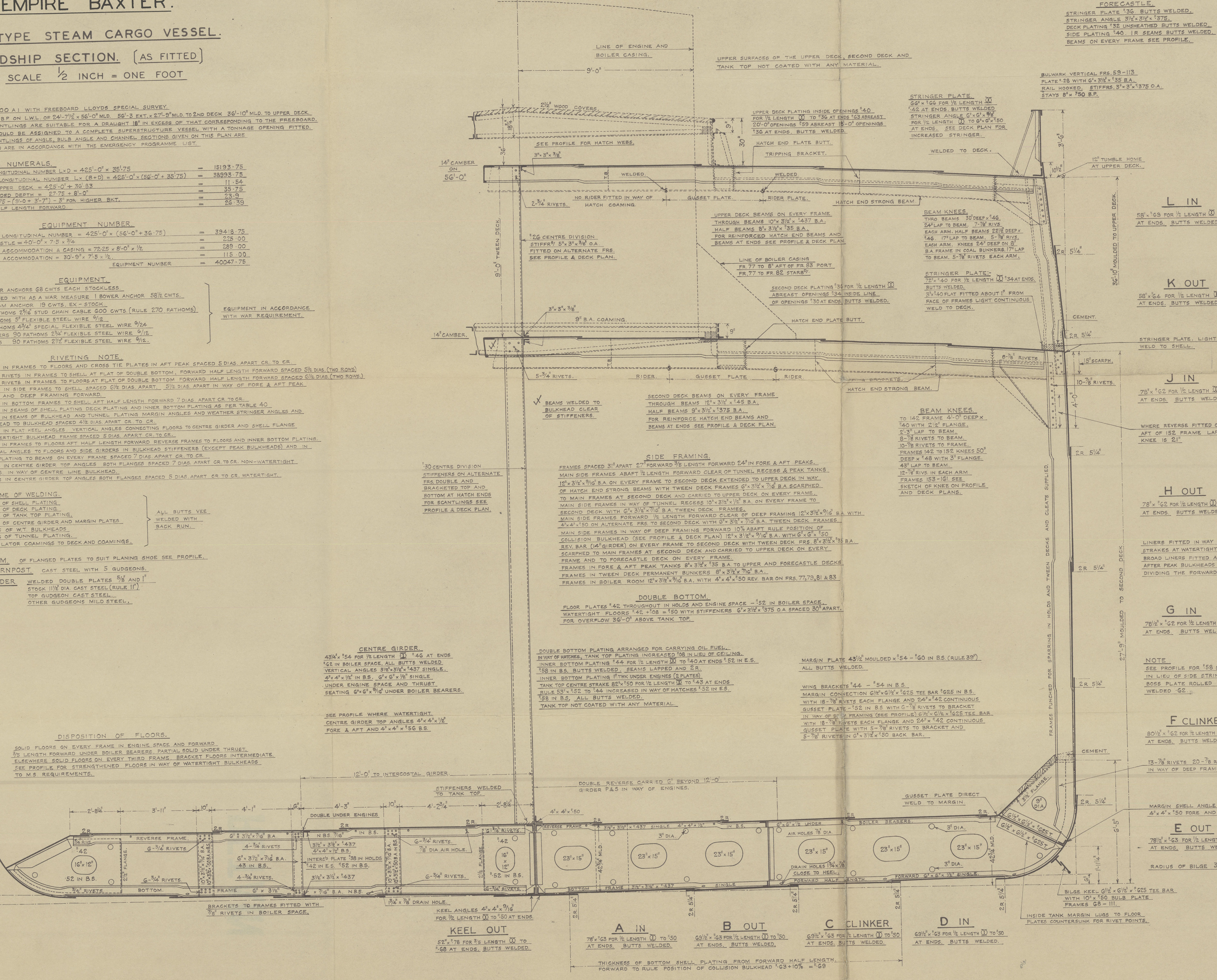
BUTTS OF SHELL PLATING
BUTTS OF DECK PLATING.
BUTTS OF TANK TOP PLATING.
BUTTS OF CENTRE GIRDER AND MARGIN PLATES
BUTTS OF W.T. BULKHEADS
BUTTS OF TUNNEL PLATING.
VENTILATOR COAMINGS TO DECK AND COAMINGS.

} ALL BUTTS VEE WELDED WITH BACK RUN.

STEM. OF FLANGED PLATES TO SUIT PLANING SHOE SEE PROFILE.

STERNPOST. CAST STEEL WITH 5 GUDGEONS.

RUDDER. WELDED DOUBLE PLATES 5/8" AND 1"
STOCK 11½" DIA. CAST STEEL (RULE 11")
TOP GUDGEON CAST STEEL.
OTHER GUDGEONS MILD STEEL.



LINE OF ENGINE AND BOILER CASING.
9'-0"
2½" WOOD COVERS.
18¾"
36"
9"
30"
14" CAMBER ON 56'-0"
SEE PROFILE FOR HATCH WEBS.
3"×3"×3/8"
T.B.
WELDED.
2-3/4" RIVETS.
NO RIDER FITTED IN WAY OF HATCH COAMING.
GUSSET PLATE.
RIDER PLATE.
HATCH END PLATE BUTT.
TRIPPING BRACKET.
HATCH END STRONG BEAM.
9'-0" TWEEN DECK.
14" CAMBER.
9" B.A. COAMING.
5-3/4" RIVETS.
RIDER.
GUSSET PLATE
TRIPPING BRACKETS.
STRINGER PLATE. LIGHT CONTINUOUS WELD TO SHELL.
WELDED TO DECK.
3'-6"
10½"
12" TUMBLE HOME AT UPPER DECK.
36'-10" MOULDED TO UPPER DECK.
2R 5¼"
CEMENT.
8-7/8" RIVETS.
15" SCARPH.
10-7/8" RIVETS.
4'-0"
FRAMES PUNCHED FOR SPARRING IN HOLDS AND TWEEN DECKS AND CLEATS SUPPLIED.
27'-9" MOULDED TO SECOND DECK.
13-7/8" RIVETS 20-7/8 RIVETS IN WAY OF DEEP FRAMING.
3½" FLANGE.
9" DIA.
6½"×6½"×″.625 T.
6'-5"
1'-11¼"
6"
GUSSET PLATE DIRECT WELD TO MARGIN.
2R.
BOILER BEARERS.
6"×6"×½ UNDER.
AIR HOLES 7/8" DIA.
3" DIA.
23"×15"
42¾" MLD.
DRAIN HOLES 1¾"×7/8" CLOSE TO HEEL.
FORWARD HALF LENGTH.
FORWARD 6"×6"×½" SINGLE.
REVERSE FRAME.
3½"×3½"×″.437 SINGLE 4"×4"×½" IN B.S.
BOTTOM FRAME 3½"×3½"×″.437 SINGLE
4"×4"×″.50
12'-0" TO INTERCOSTAL GIRDER.
DOUBLE REVERSE CARRIED 6" BEYOND 12'-0" GIRDER P&S IN WAY OF ENGINES.
STIFFENERS WELDED TO TANK TOP.
2'-8¼"
3'-11"
10"
4'-1"
6"
4'-3"
4'-2¾"
DOUBLE UNDER ENGINES
6-3/4" RIVETS.
″.42
16"×12"
2½" FLANGE.
″.52 IN B.S.
7/8" DIA. AIR HOLE.
N.B.S. 7/16" IN B.S.
6"×3½"×7/16" B.A.
3/4 RIVS.
″.42
16"×12"
.52 IN B.S.
2½" FLANGE.
6-3/4" RIVETS.
10"×3½"×7/16" B.A.
10"×3½"×″.50 B.A. N.B.S.
6"×3½"×7/16" B.A.
4-3/4" RIVETS.
.43 IN B.S.
3½"×3½"×″.437
4"×4"×½" B.S.
INTERC'L PLATE ″.38 IN HOLDS ″.42 IN E.S. ″.52 IN B.S.
3/4" RIVETS.
BOTTOM.
FRAME 6"×3½"×7/16" B.A. N.B.S.
1¾"×7/8" DRAIN HOLE.
BRACKETS TO FRAMES FITTED WITH 7/8" RIVETS IN BOILER SPACE.
KEEL ANGLES 4"×4"×9/16" FOR ½ LENGTH ⦶ TO ″.50 AT ENDS.
2R. 5¼"
BEAMS WELDED TO BULKHEAD CLEAR OF STIFFENERS.

UPPER SURFACES OF THE UPPER DECK, SECOND DECK AND TANK TOP NOT COATED WITH ANY MATERIAL.

UPPER DECK PLATING INSIDE OPENINGS ″.40 FOR ½ LENGTH ⦶ TO ″.36 AT ENDS ″.63 ABREAST 20'-0" OPENINGS ″.59 ABREAST 18'-0" OPENINGS ″.36 AT ENDS. BUTTS WELDED.

UPPER DECK BEAMS ON EVERY FRAME
THROUGH BEAMS 10"×3½"×″.437 B.A.
HALF BEAMS 8"×3½"×″.35 B.A.
FOR REINFORCED HATCH END BEAMS AND BEAMS AT ENDS SEE PROFILE & DECK PLAN.

″.26 CENTRE DIVISION STIFFR^S/ 5"×3"×3/8" O.A. FITTED ON ALTERNATE FRS. SEE PROFILE & DECK PLAN.

LINE OF BOILER CASING
FR. 77 TO 8" AFT OF FR. 83 PORT
FR. 77 TO FR. 82 STARB^D/.

SECOND DECK PLATING ″.36 FOR ½ LENGTH ⦶ ABREAST OPENINGS ″.34 INSIDE LINE OF OPENINGS ″.30 AT ENDS. BUTTS WELDED.

SECOND DECK BEAMS ON EVERY FRAME
THROUGH BEAMS 12"×3½"×″.45 B.A.
HALF BEAMS 9"×3½"×″.375 B.A.
FOR REINFORCE HATCH END BEAMS AND BEAMS AT ENDS SEE PROFILE & DECK PLAN.

″.30 CENTRE DIVISION STIFFENERS ON ALTERNATE FRS. DOUBLE AND BRACKETED TOP AND BOTTOM AT HATCH ENDS FOR SCANTLINGS SEE PROFILE & DECK PLAN.

FORECASTLE.

STRINGER PLATE ″.36. BUTTS WELDED.
STRINGER ANGLE 3½"×3½"×″.375.
DECK PLATING ″.32 UNSHEATHED BUTTS WELDED.
SIDE PLATING ″.40. 1R SEAMS BUTTS WELDED.
BEAMS ON EVERY FRAME SEE PROFILE.

BULWARK VERTICAL FRS. 59-113
PLATE ″.28 WITH 6"×3½"×″.35 B.A.
RAIL HOOKED. STIFFRS. 3"×3"×″.375 O.A.
STAYS 8"×″.50 B.P.

STRINGER PLATE.
66"×″.66 FOR ½ LENGTH ⦶ ″.42 AT ENDS. BUTTS WELDED
STRINGER ANGLE 6"×6"×5/8" FOR ½ LENGTH ⦶ TO 6"×6"×″.50 AT ENDS. SEE DECK PLAN FOR INCREASED STRINGER.

BEAM KNEES.
THRO. BEAMS 30" DEEP × ″.46 24" LAP TO BEAM. 7-7/8" RIVS EACH ARM. HALF BEAMS 22½" DEEP × ″.46. 17" LAP TO BEAM. 5-7/8" RIVS. EACH ARM. KNEES 24" DEEP ON 8" B.A. FRAME IN COAL BUNKERS. 17" LAP TO BEAM. 5-7/8" RIVETS EACH ARM.

STRINGER PLATE:-
72"×″.40 FOR ½ LENGTH ⦶ ″.34 AT ENDS. BUTTS WELDED.
3"×″.40 FLAT FITTED ABOUT 1" FROM FACE OF FRAMES LIGHT CONTINUOUS WELD TO DECK.

BEAM KNEES.
TO 142 FRAME 4'-0" DEEP × ″.40 WITH 2½" FLANGE.
2'-3" LAP TO BEAM.
8-7/8 RIVETS TO BEAM.
10-7/8 RIVETS TO FRAME.
FRAMES 142 TO 152 KNEES 50" DEEP × ″.48 WITH 3" FLANGE.
43" LAP TO BEAM.
12-7/8" RIVS. IN EACH ARM
FRAMES 153-161. SEE SKETCH OF KNEE ON PROFILE AND DECK PLANS.

WHERE REVERSE FITTED ON B.A. FRAME AFT OF 152 FRAME LAP TO BEAM KNEE IS 21"

L IN
58"×″.69 FOR ½ LENGTH ⦶ TO ″.46 AT ENDS. BUTTS WELDED.

K OUT
58"×″.64 FOR ½ LENGTH ⦶ TO ″.46 AT ENDS. BUTTS WELDED.

J IN
78"×″.62 FOR ½ LENGTH ⦶ TO ″.46 AT ENDS. BUTTS WELDED.

H OUT
78"×″.62 FOR ½ LENGTH ⦶ TO ″.46 AT ENDS. BUTTS WELDED.

LINERS FITTED IN WAY OF OUTSIDE STRAKES AT WATERTIGHT BULKHEADS. BROAD LINERS FITTED AT FORE AND AFTER PEAK BULKHEADS AND BULKHEAD DIVIDING THE FORWARD HOLD.

G IN
78½"×″.62 FOR ½ LENGTH ⦶ TO ″.46 AT ENDS. BUTTS WELDED.

NOTE
SEE PROFILE FOR ″.58 SHELL IN LIEU OF SIDE STRINGERS BOSS PLATE ROLLED AND WELDED .62.

F CLINKER
80½"×″.62 FOR ½ LENGTH ⦶ TO ″.46 AT ENDS. BUTTS WELDED.

MARGIN SHELL ANGLE 4"×4"×″.50 FORE AND AFT.

E OUT
78½"×″.63 FOR ½ LENGTH ⦶ TO ″.50 AT ENDS. BUTTS WELDED.

RADIUS OF BILGE 3'-9"

SIDE FRAMING.

FRAMES SPACED 31" APART 27" FORWARD 3/5 LENGTH FORWARD 24" IN FORE & AFT PEAKS.
MAIN SIDE FRAMES ABAFT ½ LENGTH FORWARD CLEAR OF TUNNEL RECESS & PEAK TANKS 12"×3½"×9/16" B.A. ON EVERY FRAME TO SECOND DECK EXTENDED TO UPPER DECK IN WAY OF HATCH END STRONG BEAMS WITH TWEEN DECK FRAMES 6"×3½"×7/16" B.A. SCARPHED TO MAIN FRAMES AT SECOND DECK AND CARRIED TO UPPER DECK ON EVERY FRAME.
MAIN SIDE FRAMES IN WAY OF TUNNEL RECESS 10"×3½"×½" B.A. ON EVERY FRAME TO SECOND DECK WITH 6"×3½"×7/16" B.A. TWEEN DECK FRAMES.
MAIN SIDE FRAMES FORWARD ½ LENGTH FORWARD CLEAR OF DEEP FRAMING 12"×3½"×9/16" B.A. WITH 4"×4"×″.50 ON ALTERNATE FRS. TO SECOND DECK WITH 6"×3½"×7/16" B.A. TWEEN DECK FRAMES.
MAIN SIDE FRAMES IN WAY OF DEEP FRAMING FORWARD 10% ABAFT RULE POSITION OF COLLISION BULKHEAD (SEE PROFILE & DECK PLAN) 12"×3½"×9/16" B.A. WITH 6"×6"×″.50 REV. BAR (14" GIRDER) ON EVERY FRAME TO SECOND DECK WITH TWEEN DECK FRS. 8"×3½"×″.35 B.A. SCARPHED TO MAIN FRAMES AT SECOND DECK AND CARRIED TO UPPER DECK ON EVERY FRAME AND TO FORECASTLE DECK ON EVERY FRAME.
FRAMES IN FORE & AFT PEAK TANKS 8"×3½"×″.35 B.A. TO UPPER AND FORECASTLE DECKS
FRAMES IN TWEEN DECK PERMANENT BUNKERS 8"×3½"×7/16" B.A.
FRAMES IN BOILER ROOM 12"×3½"×9/16" B.A. WITH 4"×4"×″.50 REV. BAR ON FRS. 77, 79, 81 & 83

DOUBLE BOTTOM.

FLOOR PLATES ″.42 THROUGHOUT IN HOLDS AND ENGINE SPACE − ″.52 IN BOILER SPACE.
WATERTIGHT FLOORS ″.42 + ″.08 = ″.50 WITH STIFFENERS 6"×3½"×″.375 O.A. SPACED 30" APART. FOR OVERFLOW 36'-0" ABOVE TANK TOP.

DOUBLE BOTTOM PLATING ARRANGED FOR CARRYING OIL FUEL.
IN WAY OF HATCHES, TANK TOP PLATING INCREASED ″.08 IN LIEU OF CEILING.
INNER BOTTOM PLATING ″.44 FOR ½ LENGTH ⦶ TO ″.40 AT ENDS ″.52 IN E.S. ″.58 IN B.S. BUTTS WELDED. SEAMS LAPPED AND 2R.
INNER BOTTOM PLATING 1" THK UNDER ENGINES (2 PLATES)
TANK TOP CENTRE STRAKE 82"×″.50 FOR ½ LENGTH ⦶ TO ″.43 AT ENDS RULE 53"×″.52 TO ″.44 INCREASED IN WAY OF HATCHES ″.52 IN E.S. ″.58 IN B.S. ALL BUTTS WELDED.
TANK TOP NOT COATED WITH ANY MATERIAL.

MARGIN PLATE 43½" MOULDED × ″.54 − ″.60 IN B.S. (RULE 39") ALL BUTTS WELDED.

WING BRACKETS ″.44 − ″.54 IN B.S.
MARGIN CONNECTION 6½"×6½"×″.625 TEE BAR ″.625 IN B.S. WITH 18-7/8" RIVETS EACH FLANGE AND 24"×″.42 CONTINUOUS GUSSET PLATE − ″.52 IN B.S. WITH 6-7/8" RIVETS TO BRACKET
IN WAY OF DEEP FRAMING (SEE PROFILE) 6½"×6½×″.625 TEE BAR WITH 18-7/8" RIVETS EACH FLANGE AND 24"×″.42 CONTINUOUS GUSSET PLATE WITH 5-7/8" RIVETS TO BRACKET AND 5-7/8" RIVETS IN 6"×3½"×″.50 BACK BAR.

CENTRE GIRDER.

43¼"×″.54 FOR ½ LENGTH ⦶ ″.46 AT ENDS ″.62 IN BOILER SPACE. ALL BUTTS WELDED
VERTICAL ANGLES 3½"×3½"×″.437 SINGLE.
4"×4"×½" IN B.S. 6"×6"×½" SINGLE UNDER ENGINE SPACE AND THRUST SEATING 6"×6"×9/16" UNDER BOILER BEARERS.

SEE PROFILE WHERE WATERTIGHT.
CENTRE GIRDER TOP ANGLES 4"×4"×½" FORE & AFT AND 4"×4"×″.56 B.S.

DISPOSITION OF FLOORS.

SOLID FLOORS ON EVERY FRAME IN ENGINE SPACE AND FORWARD 3/5 LENGTH FORWARD UNDER BOILER BEARERS. PARTIAL SOLID UNDER THRUST. ELSEWHERE SOLID FLOORS ON EVERY THIRD FRAME. BRACKET FLOORS INTERMEDIATE. SEE PROFILE FOR STRENGTHENED FLOORS IN WAY OF WATERTIGHT BULKHEADS TO M.S. REQUIREMENTS.

KEEL OUT
52"×″.78 FOR 3/5 LENGTH ⦶ TO ″.68 AT ENDS. BUTTS WELDED.

A IN
78"×″.63 FOR ½ LENGTH ⦶ TO ″.50 AT ENDS. BUTTS WELDED.

B OUT
69½"×″.63 FOR ½ LENGTH ⦶ TO ″.50 AT ENDS. BUTTS WELDED.

C CLINKER
69½"×″.63 FOR ½ LENGTH ⦶ TO ″.50 AT ENDS. BUTTS WELDED.

D IN
69½"×″.63 FOR ½ LENGTH ⦶ TO ″.50 AT ENDS. BUTTS WELDED.

BILGE KEEL 6½"×6½"×″.625 TEE BAR WITH 10"×″.50 BULB PLATE FRAMES 68-111.

INSIDE TANK MARGIN LUGS TO FLOOR PLATES COUNTERSUNK FOR RIVET POINTS.

THICKNESS OF BOTTOM SHELL PLATING FROM FORWARD HALF LENGTH. FORWARD TO RULE POSITION OF COLLISION BULKHEAD ″.63 + 10% = ″.69

M.CK.

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